

Memo

To: Kathy Orni, DR Horton and Tom Abbot, LDC Inc.

From: Holly Keeton, Senior Planner

Date: October 11, 2021

Re: **Maclean 36-lot Plat Pre-application Conference** (PRE21-00008), Parcel No. 2224069039, 4929 Issaquah-Pine Lake Road SE, Issaquah, WA 98029 (PRJ21-00013)

The City of Issaquah Community Planning and Development (CP&D) has reviewed the Maclean 36-lot plat proposal scheduled for a pre-application conference on September 23, 2021. This cursory review has been completed to assist with preliminary site planning purposes only, and has generated applicable comments, provided herein.

Planning Comments

The following comments are specifically tailored to the documents provided and are intended to address items that stand out as those that require more information.

Process

1. Please note that the cluster housing project proposal is a Level 5 review, as noted in Table 18.04.100-1 (web link: <https://www.codepublishing.com/WA/Issaquah/#!/Issaquah18/Issaquah1804.html#18.04.100>)
2. Final decision for Level 5 projects is decided on by the City Council.
3. Cluster development of parcels that are greater than 5 acres require a development agreement per 18.07.420(C). The associated proposal and development agreement is required to be approved by the City Council prior to or concurrently with a plat decision. (web link: <https://www.codepublishing.com/WA/Issaquah/#!/Issaquah18/Issaquah1807.html#18.07.420>).
4. See IMC 18.07.420(C)(1)(a. through e.) for development agreement requirements.
5. This proposal will be required to have both a neighborhood meeting as well as a community conference.

6. The fees for the reviews and permits tied to the proposal can be reviewed within IMC, chapter 3.64 (web link: <https://www.codepublishing.com/WA/Issaquah/#!/Issaquah03/Issaquah0364.html#3.64>).

Cluster Housing Criteria

7. Cluster Housing requirements are addressed within IMC 18.07.420 (link provided above) – ensure that your submittal clearly outlines how the proposal meets the criteria outlined throughout this section.
8. Please note the cluster housing projects also require that affordable housing units are provided as part of the proposal.
9. Most of the street frontage of this parcel along Issaquah-Pine Lake Rd (as well as along SE 48th St) is identified as a steep slope area within the COI GIS data. A steep slope area required a setback of 50-feet with an additional building setback of 15- feet. A request for a reduction may be filed with the CPD Director as outlined in IMC 18.10.580.
10. One of the criteria of cluster housing is to provide more usable native forested open space for the community. It is unclear based on the submittal documents how this will be achieved. For example, a call out for “usable open space” has been provided within the table on page 1 of 2, however the details for how the space will be offered as usable open space is unclear. Please ensure that greater detail/clarity are provided with your submittal. See IMC 18.07.420(4)(a).
11. Impervious surfaces must not exceed 40% on the individual lots within the subdivision. Critical areas and their buffers shall be preserved and counted toward pervious cover for the site. See IMC 18.07.420(4)(d).

General Zoning and Design Standards

12. The subject site is located within the Single-Family, Small Lot Zone (SF-SL) which is addressed in IMC 18.07.360.
 - a. Minimum lot size = 6,000 sq. ft.
 - b. Setbacks include: a minimum of 10-feet from the front lot line, a minimum of 20-feet from the rear lot line, and a minimum of 6-feet for side lot lines.
 - c. A maximum of 40% impervious surface is allowed for lots within the SF-SL zone.
 - d. A maximum of height of 30-feet is allowed within the zone.
13. There are specific outdoor lighting standards that the project proposal must incorporate into the layout of the site. Please see IMC 18.07.107 (web link: <https://www.codepublishing.com/WA/Issaquah/#!/html/Issaquah18/Issaquah1807.html>) for specific design requirements. Ensure that the design requirements are clearly called out within your submittal materials.
14. Reduction in the standards set forth within IMC 18.07.360 is allowed – the specific intent of which is to encourage economically viable subdivisions that encourage a sense of community while protecting the surrounding environment. These supplemental standards are not intended to alter the underlying zoning or density provisions of the site; however, lot size reduction may be applied for more useable open space in common areas outside of

the subdivision while also preserving critical areas and their buffers as pervious surfaces outside of the platted lots. Please ensure that your submittal documents detail how the proposal will meet this intent.

15. Landscaping plans have not been provided. Review IMC chapter 18.12 and illustrate compliance with your submittal documents. Landscaping will be permitted under a separate LAN permit in coordination with the plan review and approval.
16. Tree preservation details have not been provided. Review IMC chapter 18.12 as well as 18.20 (web links:
<https://www.codepublishing.com/WA/Issaquah/#!/html/Issaquah18/Issaquah1812.html>;
<https://www.codepublishing.com/WA/Issaquah/#!/Issaquah18/Issaquah1820.html#18.20>).

Critical Areas

17. Based on preliminary data the site contains the following critical/sensitive areas:
 - a. Seismic hazard areas (IMC 18.10.570)
 - b. Landslide hazard areas (IMC 18.10.560)
 - c. Steep slope hazard areas (IMC 18.10.580)
 - d. Seismic hazard/liquefaction zone (18.10.570)
 - e. Critical aquifer recharge areas (CARAs) (18.10.796)
18. Natural and artificial steep slope area are regulated by critical area regulations.
19. Critical area regulations are outlined within IMC chapter 18.10 (web link:
<https://www.codepublishing.com/WA/Issaquah/#!/Issaquah18/Issaquah1810.html>).

Retaining Walls

20. Retaining wall heights called out on the preliminary plan are not compliant with City regulations. Please review IMC 18.07.110 Appendix 1 within that code section as well as IMC 18.07.120(6)(b). The link to IMC chapter 18.07 has been provided above.

Street Standards

21. The City of Issaquah Street Standards can be accessed here:
<https://www.issaquahwa.gov/DocumentCenter/View/927/Street-Standards-2010?bidId=>

General Engineering Comments

All engineering design shall be proposed by a Professional Civil Engineer licensed in the State of Washington. The engineer is responsible for the design and for ensuring that it complies with the City's adopted development standards, including long-range infrastructure system plans (development standards).

CP&D—Engineering is not ultimately responsible for the technical adequacy of the design(s) and will review to verify that the proposal is consistent with the City's development standards. If the project cannot comply with the development standards, the applicant's engineer is responsible for proposing solutions that meet the City's requirements for adjustments or deviations from the development standards.

Development standards are minimum requirements. If there are impacts from the proposal that are not mitigated by complying with the development standards, the applicant is responsible for proposing mitigation that could resolve the impacts. The City will typically evaluate proposed

mitigations under the environmental review (SEPA), and prior to the applicant receiving land use approval. CPD-Engineering recommends applicants progress the engineering design to a preliminary level concurrent with land use approvals and submit the preliminary design and supporting design reports as part of the land use application(s). After the land use approval is complete, the engineering design would progress from the preliminary stage to the final design under a separate construction permit, typically a sitework (SW) permit.

These comments do not constitute a comprehensive review or approval by CP&D-Engineering. Additional requirements to meet the most current City of Issaquah (COI) Water Standards, Sewer Standards, Street Standards, Stormwater Standards (Standards), and all other adopted technical manuals including, but not limited to: American Association of State Highway and Transportation Officials (AASHTO) Policy on Geometric Design of Highways and Streets, WA Department of Health (DOH), Department of Ecology (DOE), American Water Works Association (AWWA), Washington State Department of Transportation (WSDOT) Standard Specifications for Road, Bridge, and Municipal Construction, Manual of Uniform Traffic Devices (MUTCD), Issaquah Municipal Code (IMC), COI Comprehensive Plan, COI Water Plan, COI Sewer Plan, and the Central Issaquah Plan will apply to this proposal.

Specific project-related comments are shown in Blue.

A geotechnical report is required at the time of Land Development permit submittal which includes soils investigation substantiating Low Impact Development (LID) strategies and Best Management Practices (BMP's) feasibility per the COI 2017 Stormwater Design Manual Addendum (SWDMA) requirements. The SWDMA is to be used in conjunction with the Department of Ecology (DOE) 2014 Stormwater Management Manual for Western Washington. <http://www.ecy.wa.gov/programs/wq/stormwater/manual.html>

- 2017 (SWDMA) Figure 2.2 “Flow Chart Determining Whether Site is Regulated”, Figure 2.3 “Flow Chart for Determining Requirements for New Development”, and Figure 2.4 “Flow Chart for Determining Requirements for Redevelopment” are available online to assist with developing the plans necessary for preliminary Engineering approval of the Land Use permit.
- According to the City’s GIS mapping this parcel is located within the Critical Aquifer Recharge Area (CARA), Class 3. The SW quadrant of the site and a small portion in the SE quadrant are impacted by the CARA. The CARA is regulated under IMC Chapters 13.29 and 18.10, and currently there are no restrictions related to Class 3 designations.
- Steep slopes are regulated under IMC Chapter 18.10 and all requirements are listed therein. A critical area study is required, and it will be peer reviewed by the City’s geotechnical consultant(s).
 - Typical \$5000 for consultant fee and \$2000 for consultant administration fee
 - Fee of \$7000 must be deposited and received prior to consultant review commence
- Low Impact Development (LID) means/methods are required as part of this development proposal, unless the applicant demonstrates that LID is not feasible in accordance with the Ecology Manual.
- There is an existing 24-in PVC stormwater pipe along the frontage of SE 48th Street, then an approx. 70 LF 12-inch PVC pipe run from a catch basin at the intersection of SE 48th

Street/Issaquah-Pine Lake Road SE, which changes to 12-in CPP at existing catch basin. Storm system along SE 48th St is owned and maintained by the City of Issaquah.

- Please note, there have been third-party reports of seepage onto the sidewalk along SE 48th St at the north end of the site over the past few years. This project will need to consider and address this issue as necessary to stop the seepage onto the right-of-way.

City Water Standards

This parcel is located within the Sammamish Plateau Water. City records show an existing SPWS water main in 236th Avenue SE, as well as a short segment of water main in SE 48th Street from the intersection with 226th Avenue SE to the entrance of the development on the north side of SE 48th Street. The applicant should verify this with Sammamish Plateau Water.

City Sewer Standards

This parcel is located within the Sammamish Plateau Water. City records show an existing SPWS sewer main in Issaquah-Pine Lake Road SE. The applicant should verify this with Sammamish Plateau Water.

Street Standards / Requirements

Applicability

These Standards shall govern all new construction and upgrading facilities both in the right-of-way and on private property even though not maintained by the City.

All construction shall be in accordance with the latest edition of the Washington State Department of Transportation (WSDOT) Standard Specifications for Road, Bridge and Municipal Construction.

Developer Responsibility

At no cost to the City, the developer is responsible for design, preparation of plans, submittal of permit applications, payment of City fees, dedication of right-of-way, construction, surveying, material testing, and construction supervision of all street improvements and/or appurtenances. All improvements shall be designed per current City of Issaquah Street Standards and approved by the City Engineer or designee prior to issuance of any permits for construction. All applications for permits and/or other approvals by the City shall be submitted to the Permit Center for processing.

Street Frontage Improvements

Street frontage improvements are required for all new developments and redevelopment including any development that is a conversion of use from residential to non-residential. Such improvements may include, but not be limited to, curb and gutter; sidewalk, street storm drainage; street illumination system; traffic signal modification, relocation or installation; utility relocation and undergrounding; street trees; landscaping and irrigation, bike facilities and street widening all per these Standards.

- SE 48th Street is located within Sammamish city limits.; Please consult the City of Sammamish Public Works Standards for Sammamish frontage improvement information and requirements at:

[https://www.sammamish.us/attachments/pagecontent/41982/2016 Public Works Standards.pdf](https://www.sammamish.us/attachments/pagecontent/41982/2016%20Public%20Works%20Standards.pdf)

- Issaquah-Pine Lake Road SE is located within the City of Issaquah and is classified as a Principal Arterial. Please refer to 2010 Street Standards Detail T-14 Typical Principal Arterial which requires 22' – 33' width travel lanes, two 5' bike lanes, a 5' minimum planter strip and 5' – 12' sidewalk. If the existing west travel lane and frontage do not comply with the minimum attributes for 1 travel lane, 1 bike lane, planter strip, and sidewalk then the project will be required to construct those under this proposed plat.
- 236th Avenue SE is also located within Issaquah city limits and is a public local access roadway. Refer to 2010 Street Standards Detail T-11 Typical Public Local Access Street which requires 11' width travel lanes, a 5' minimum planter strip, and a 5' sidewalk. If the existing east travel lane and frontage do not comply with the minimum attributes for 1 travel lane, planter strip, and sidewalk then the project will be required to construct those under this proposed plat.
- A Transportation Impact Analysis (TIA) will be required for this development
 - Refer to the link below for guidelines
 - <https://www.issaquahwa.gov/Search?searchPhrase=Transportation%20Impact>
- An application for concurrency is required.
- The City of Sammamish has a conceptual design for Issaquah-Pine Lake Road. The frontage improvements ultimately built on Issaquah-Pine Lake Road need to be coordinated with the conceptual design.

As a minimum on all new preliminary plats and short plats, a minimum five foot (5') wide common or individual nonexclusive utility and access easement shall be provided connecting any lots without public street frontage to a public street. Easements for existing or future utility lines which do not lie along rear or side lot lines shall be of a width specified by the serving utility.

Pedestrian Sidewalks and Walkways

Where required by the City Engineer and/or the City's Comprehensive Plan, Pedestrian walkways shall be provided. Pedestrian Sidewalks and Walkways shall meet the latest ADA Guidelines, and be characterized and located as follows:

1. Both sides of Principal Arterial, Minor Arterial and Collector Arterial streets.
2. On both sides of all Local streets providing route continuity to other streets, parks, schools or other pedestrian generators.
3. Both sides of dead-end streets, except in the cul-de-sacs or hammerhead turnarounds. In these circumstances, installed sidewalks and walkways may be at the property line nearest the street/cul-de-sac transitions.
4. Where subdivision design includes an internal sidewalk or walkway system consistent with the requirements of IMC 18.07, Required Development and Design Standards and/or IMC 18.13 Subdivisions, the City Engineer may waive a requirement for a

pedestrian sidewalk or walkway adjacent to the street if it is determined that the nearest internal sidewalk or walkway provides reasonably similar pedestrian safety, access, and mobility.

5. Exceptions.

- a. Pedestrian sidewalks and walkways will be reviewed for feasibility to be constructed on streets less than one hundred fifty feet (150') in length.

Bicycle Facilities

Bicycle Facilities shall be provided consistent with the Comprehensive Plan and/or as required by the City Engineer. Bicycle Facilities shall be characterized and located as follows:

1. Bicycle lanes shall be located in accordance with the ordinance of Complete Streets and other land use ordinances on both sides of Principal, Minor and Collector Arterials.
2. Bicycle facilities on Local Streets will be reviewed by the City Engineer, and specific facilities will be decided based on the Comprehensive Plan and engineering judgment.
3. When on-street parking is present, bicycle facilities will be reviewed for type and location in relation to the on-street parking.
4. Where roadway width is insufficient to provide for bicycle lanes, Sharrows may be considered at the discretion of the City Engineer and/or as required per the Comprehensive Plan or the use of "Share the Road" signs may be permitted.

Multi-Use Path Design

Multi-use paths shall be a minimum pavement width of twelve feet (12') wide with two feet (2') gravel shoulders on each side. A design deviation for widths less than twelve feet (12') wide would need to be submitted for approval to the City Engineer but no less than ten feet (10') wide with two feet (2') gravel shoulders on each side or as otherwise approved by the City Engineer in accordance with IMC 18.07.080 or 18.07.081. Multi-use paths designated in the Non-Motorized Transportation Plan shall be per City design. Access easements shall comply with current right of way standards. Surface materials shall meet the requirements of the American Disability Act. Multi-use paths shall be located a minimum of four feet (4') from the edge of the Vehicular travel way unless no practicable alternative exists and when approved by the City Engineer. A protective barrier is to be provided within the four (4') or if landscaping is provided, the minimum width is five (5'). An approved herbicide shall be applied before the surfacing is applied. Type of herbicide shall be reviewed and approved by the City Engineer. Maximum grade is fifteen percent (15%). Minimum curve radius is ten feet (10'). Access easement termination (Type II) shall be installed as directed by the Engineer per Standard Drawing T-55.

Private Streets

1. Exceptions for short plats and plats: Short plats and plats on roadways with more than four (4) existing or proposed lots, can be served by a private street under the following conditions:

- a. The City Engineer and Fire Department determine that no other access is available, and the proposed private street is adequate;
- b. The private road is compatible with the surrounding neighborhood character;
- c. The applicant agrees to pave the private road if hard surfacing does not exist;
- d. The applicant agrees to adhere to applicable Land Use Code Building Setbacks from property lines requirements;
- e. Will not result in land locking of present or future parcels; and
- f. Clearly described on the face of the plat, short plat, or other development authorization, and clearly signed at street locations as a private street.

Easements are granted to each of the properties using the private street/road for purposes of access (ingress and egress) and utilities for the full width of improvements plus any land needed for construction, grading (i.e. fill or cut slopes) and maintenance or other items that may be required. Minimum easement widths for residential access is 25 feet and commercial is 30 feet.

Easements are granted to the City for any public utilities within the private street/road adequate for purposes of maintenance, access, and construction. The City will define the easement widths and areas depending on items including but not limited to location and depth of utility, soil conditions, and surrounding topography.

Street illumination is required at the intersection of a private street/road and a public street. No street lighting is required on the private street/road.

Private streets shall conform to Street standard Detail T-11.

Street Frontage Improvements

1. Street Ends

- a. Vehicle turnarounds shall be provided at all private street ends
 - i. Hammerheads may be used in lieu of a cul-de-sac provided that the street serves six (6) or less lots and the street is less than 200 feet in length.

Storm Water Requirements:

1. Compliance with 2014 Ecology Storm Water Management Manual for Western WA and 2017 Issaquah Addendum to the City adopted storm design manual.
2. Flow Control required for all new and replaced impervious areas (on and off-site), using forested condition as the pre-developed condition. Minimum threshold for flow control is 2,000sf hard surface area. As discussed at the pre-app meeting, use of the existing pond on-site for storm detention is allowed. SPW informed the city of historic drainage problems with the existing pond; water leaks from the hillside and runs across the sidewalk below on SE 48th St. Applicant is required to verify the level of groundwater to ensure adequate

storage volume, and determine a design to prevent storm and ground water from leaching out of the hillside and onto SE 48th St.

3. Downstream Analysis is required to determine no adverse impacts to nearby properties. Project site discharges to 236th Ave SE, then outside of Issaquah City Limits, into City of Sammamish Critical Areas (draining to Laughing Jacobs Creek). A full downstream analysis including into Sammamish is required.
4. Water quality treatment is required for all new and replaced runoff from pollution generating impervious surfaces (PGIS), roads and driveways, on and off-site. Phosphorus removal is required for all storm water discharges to surface water (streams and lakes). Minimum threshold for runoff treatment is 5,000sf PGIS area. Because the proposed project discharges into the City of Sammamish, water quality runoff treatment for the entire project must meet City of Sammamish treatment requirements.
5. Storm water requirement thresholds are based on the amount of new and replaced impervious surface area for the entire project (including both on and off site). All storm runoff must have flow control and water quality treatment if the overall project meets requirement thresholds.
6. Storm runoff from private and public property must be detained and treated separately.
7. A Construction Storm Water General Permit (CSWGP) from WA State Dept. of Ecology is required for land disturbing activities 1 acre or greater.
8. If project proposes a Deviation from Street Standards, please include the proposal for capture and conveyance of storm runoff (curb & gutter, or other) within the deviation.
9. **Project contains Steep Slope areas along North and East sides.** Standard steep slope setback is 50ft plus 15ft BSBL. Reduction in steep slope setback requires double consultant peer review of the Steep Slope Geotechnical Critical Area Report (at property owner's expense).

City of Issaquah 2017 Stormwater Design Manual Addendum (SWDMA)

Chapter 1 – Introduction

Section 1.2.3 On-Site Stormwater Best Management Practices (BMPs) (Low Impact Development BMPs)

The primary purpose of using BMPs is to protect beneficial uses of water resources through the reduction of pollutant loads and concentrations, through reduction of discharges (volumetric flow rates) causing stream channel erosion, and through the reductions in deviations from natural hydrology.

The Manual discusses: **construction stormwater BMPs (Volume II), flow control BMPs (Volume III), source control BMPs (Volume IV), treatment BMPs (Volume V), and Low Impact Development – LID (Volume III).**

Section 1.4.3 Small Site vs. Large Site Review

Project documentation in the Technical Information Report (TIR) fall under two types: small site and large site. A Small Site TIR would apply to a project meeting the requirements of Minimum Requirements (MR) #1-5, and a Large Site TIR would apply to a project meeting the requirements of MR #1-9.

This project meets the definition for a Large Site. Information for a Large Site TIR is available online.

Section 2.3.3 Redevelopment

All redevelopment shall be required to comply with MR #2.

The following redevelopment shall comply with MR #1-#5 for the new and replaced hard surfaces and the land disturbed:

- Results in 2,000 SF, or more, of new plus replaced hard surface area, or
- Has land disturbing activity of 7,000 SF or greater

The following redevelopment shall comply with MR #1-#9 for the new hard surfaces and converted vegetation areas:

- Adds 5,000 SF or more of new hard surfaces or,
- Converts $\frac{3}{4}$ acres, or more, of vegetation to lawn or landscaped areas, or
- Converts 2.5 acres, or more, of native vegetation to pasture

Economic threshold: Other types of redevelopment projects shall comply with MR #1-#9 for the new and replaced hard surfaces and the converted vegetation areas if the total of new plus replaced hard surfaces is 5,000 square feet or more, and the valuation of proposed improvements – including interior improvements – exceeds 50% of the assessed value of the existing site improvements (see Figure 2.3).

Section 2.4 Minimum Requirements

This section of the manual describes the minimum requirements for stormwater management at development and redevelopment sites which include:

1. Preparation of stormwater site plans, 2. a construction Stormwater Pollution Prevention Plan (SWPPP), 3. source control of pollution, 4. preservation of natural drainage systems and outfalls, 5. onsite stormwater management, 6. runoff treatment, 7. flow control, 8. wetlands protection, 9. operation and maintenance

General Facility Charges, Fees, Agreements, Permits, Bonds

Prior to the release of approved Site Work plans and building permits, all applicable fees, bonding, and permits must be satisfied. This includes, but is not limited to:

- Stormwater General Facilities Charge (IMC 13.30.055)
 - \$1,457 per Equivalent Service Unit (ESU)